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motorsport uk
British Historic
Rally Championship



RACRMC Newsletter January 2025

Welcome to the first Newsletter of the New Year

Motor club and Championship Awards Night – 1st February

This will be taking place on Saturday 1st February once again at CASA Hotel in Chesterfield

If you wish to book some discounted accommodation direct with the hotel then please use code: 0102RAC, with the hotel reservation team on 01246 245999

The night is not just for award winners but for all, the dress code is smart casual.

Ticket prices for the three-course event will be £50 per person, please follow the link <https://square.link/u/8BSPWIFh> for tickets.

Menu Choices

Starters

- Chicken Goujons on a bed of salad and sweet chilli dip
- Sautéed Wild Mushrooms in a masala crème sauce

Mains

- Pan Roasted Chicken Supreme with fondant potatoes, sautéed fine beans and a wild mushroom and tarragon sauce
- Walton Lodge Belly Pork, cider and mustard fondant potato, roasted apple puree, wilted greens finished with an apple jus
- Sun Blush Tomato, mozzarella & Pesto Risotto, with heirloom tomatoes, pesto oil and toasted seeds

Pudding

- Chocolate brownie with vanilla ice cream
- Glazed Citrus Tart with raspberry coulis, fresh raspberries and pineapple salsa

Please send your menu choices to nicola@racrallychamp.org



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Winner of the Fuchs Lubricants British Historic Rally Championship for 2024

Driver - Seb Perez

CoDriver - Gary McElhinney

Category 2

1st Overall Driver - Philip Harris
CoDriver - Derek Davies

2nd Overall Driver – Ben Smith
CoDriver - Steve Smith

3rd Overall Driver – Josh Carr
CoDriver - Dale Bowen

Category 3

1st Overall Driver - Rudi Lancaster
CoDriver - Guy Weaver

2nd Overall Driver – Adrian Hetherington
CoDriver - Patrick Cooper

3rd Overall Driver – Richard Hill
CoDriver - Ronan O’Neill

Category K for FIA Car

1st Overall Driver - Mark Higgins
CoDriver - Carl Williamson

2nd Overall Driver – David Pedley



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CoDriver - Grace Pedley

3rd Overall Driver – Steve Ward

CoDriver - Phil Sandham

BHRC 2 for Cars under 1600cc

1st Overall Driver - Matt Bown

CoDriver - Shaun Hughes

2nd Overall Driver – Chris Squires

Class Awards

1st In Class C2 Driver – Matt Bown

CoDriver - Tom Murphy

1st In Class C5 Driver – Jeremy Eason

CoDriver - Mickle Reynolds

1st In Class D2 Driver – Chris Squires

CoDriver - Shaun Hughes

1st In Class D3 Driver – Mike Reed

CoDriver - John Millington

1st In Class D4 Driver – Ben Jemison

CoDriver - Dave Tearl

1st In Class D5 Driver – Baz Wheeler

CoDriver - Sam Collis

2nd In Class D5 Driver – Phil Squires

CoDriver - Mick Squires

1st In Class G2 Driver – Nick Elliott



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CoDriver - Dave Price

Rally 2

1st Overall Driver - Steve Magson

CoDriver - Steve Bielby

2nd Overall Driver – David Dobson

CoDriver - Brian Hodgson

Championship News

Entries are coming in well for the first round the Riponian Stages which should get the championship off to a great start.

Other Championship News

Notification has been received that the proposed second and third rounds of the Championship, Rally North Wales and the Severn Valley Rally have been cancelled by Natural Resources Wales (NRW) due to the amount of trees that have fallen over the New Year period due to Storm Darragh, and events are not allowed to apply to use the Welsh forests until May then a three month consultation process will have to take place moving forward.

The official announcement will be published by Motorsport UK within the next 24 hours followed by statements from each event. (Please respect this time frame and not publish anything on social media)

As you will appreciate this announcement from NRW will have a significant impact not only on our championship but all championships that have rounds running in Wales.

Motorsport UK are working with Championship promoters to look at alternative events and NCR Championship regulations to see what can be done to replacing the lost rounds.

It is possible that the situation in Wales could last until June or July.

More information will be published once the situation is clearer.





Roger Albert Clark Rally News

2025 Roger Albert Clark Rally route outline

With interest in the 2025 Roger Albert Clark Rally already running at record levels, the organisers have detailed the outline route for the five-day marathon across the forests of Wales, England and Scotland.

The 2025 rally from the Roger Albert Clark Rally Motor Club will be the 16th running of the event that was recently announced as 'event of the year' in the Royal Automobile Club Historic Motorsport Awards.

The rally will again start from the West Wales town of Carmarthen, with event documentation and scrutineering on Wednesday, November 19. Thursday and Friday will feature special stages in the Welsh forests, with Friday focusing on the classic mid-Wales stages with an evening finish.

As before, the entire rally will then relocate north to Carlisle but to allow everyone time to make the journey north the restart from Carlisle on Saturday will not be until around mid-day.

Saturday will feature an afternoon and evening leg in the western end of Kielder Forest before the rally moves into southern Scotland on Sunday, November 23. Monday will feature more stages in the central block of Kielder, including the final stage which, as in 2023, will be the longest special stage of the season covering up to 40 miles before the finishers arrive back in Carlisle.

Rally manager Colin Heppenstall said: "We have been taking a record number of enquiries about the event, and one of the most important things for teams and crews is to get hotels booked. By publishing this route outline early, we hope to give them chance to book accommodation as needed. As before, we will start up to 180 cars and we expect a huge demand for entries once we start the entry process in the early spring."

Car eligibility announced for 2025 Roger Albert Clark Rally

Car eligibility for the 2025 Roger Albert Clark Rally is being announced from the event's stand at Autosport International today (Thursday, 9 January 2025).

The Roger Albert Clark Rally will be open to all Category 1, 2 and 3 historic cars, as well as two-wheel-drive cars from historic Category 4.





Meanwhile, running alongside the historic event will be the Roger Albert Clark Open Rally, which will be open to all two-wheel-drive cars of any age and four-wheel-drive cars from historic Category 4. For 2025, at least, four-wheel-drive cars from Category 5 will not be admitted to the event.

ROGER ALBERT CLARK RALLY

All cars from historic Categories 1, 2 and 3

Two-wheel drive cars from historic Category 4

ROGER ALBERT CLARK OPEN RALLY

Two-wheel drive cars of any age, including historic Category 5

Four-wheel drive cars from historic Category 4

Category 1: up to 1967

Category 2: 1968-1974

Category 3: 1975-1981

Category 4: 1982-1990

Category 5: 1991-2000

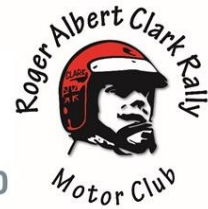
An increased emphasis will be placed on the Open Rally, which will run in parallel to the historic event for the five day epic adventure across the forests of England, Scotland and Wales. The re-launched Open Rally will enjoy increased prominence and extended media coverage. Separate results will be published for each element of the rally.

In its 20-year history, the Roger Albert Clark Rally has always been won by a two-wheel-drive historic car from Category 2 or 3 and the competition among the Ford Escort Mk2s, Fiat 131s, Lancia Stratos, Porsche, 911s, and Triumph TR7 V8, in particular, is at the core of the event's mass appeal, both to spectators on the stages and to the huge on-line audience. This era represents the time when Roger Clark was at the peak of his rallying career.

However, to recognize the changes to historic rally car cut off dates, the later cars from Category 4 and two-wheel drive Category 5 cars will be welcomed into the Open Rally. Pace-setting two-wheel-drive cars from Category 4 will be a key part of the Open Rally and several such cars are expected on the 2025 entry list.

The event running order will remain unchanged. All Category 1 historic cars and all up to 1600cc cars will run first on the road in reverse order of seeding. After a short gap, all remaining cars will run in order of anticipated performance.





Rally manager Colin Heppenstall said: "We clearly have a very strong basis for the event and we want to maintain the broad appeal of the rally for everyone, including the fans. We are keen to see the later cars coming into historic competition and by building the Open Rally into a bigger and more prominent element of the rally, we believe that we have reached a sensible plan for 2025."

